

## NOTES FOR CVD-TR07A:

CORNER SIGHT DISTANCE IS DEFINED AS THE SIGHT DISTANCE NEEDED TO ALLOW 7 1/2 SECONDS OF REACTION TIME FOR THE DRIVER OF A VEHICLE STOPPED AT POINT "A" TO PROCEED THRU THE INTERSECTION WHILE THE APPROACHING VEHICLE (POINT "B") TRAVELS AT THE ASSUMED DESIGN SPEED, OR THE 85<sup>th</sup> PERCENTILE SPEED (WHICHEVER IS HIGHER), OF THE MAJOR ROADWAY.

CORNER SIGHT DISTANCE SHALL (1) BE MEASURED ALONG THE PATH OF THE APPROACHING VEHICLE TO A PROJECTED POINT OF COLLISION BETWEEN VEHICLES, ASSUMING THAT BOTH VEHICLES PROCEED STRAIGHT AHEAD AND (2) SHALL COMPLY WITH THE TABLE PROVIDED ON THE PREVIOUS PAGE, BASED ON THE MINIMUM DESGN SPEED OF THE ROADWAY, OR THE 85<sup>th</sup> PERCENTILE SPEED, WHICHEVER IS HIGHER. THIS SIGHT DISTANCE IS MEASURED FROM A 3.5 FOOT EYE HEIGHT ON THE MINOR ROAD TO A 4.25 FOOT OBJECT HEIGHT ON THE MAJOR ROAD.

STOPPING SIGHT DISTANCE IS DEFINED AS THE DISTANCE REQUIRED BY THE DRIVER AT POINT "B", TRAVELING AT A GIVEN SPEED, TO BRING THEIR VEHICLE TO A STOP AFTER AN OBJECT ON THE ROAD BECOMES VISIBLE. STOPPING SIGHT DISTANCE IS MEASURED FROM A 3.5 FOOT EYE HEIGHT ON THE MAJOR ROAD TO AN OBJECT 0.5 FEET HIGH ON THE MINOR ROAD.

## STRIPING NOTES:


CROSSWALK LIMITS: UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, THE FRONT OF THE CROSSWALK SHALL BE ESTABLISHED BETWEEN POINTS 5 FEET OUT FROM THE FACE OF CURB ON RADIAL LINES ESTABLISHED ALONG THE PROJECTED CENTERLINES OF THE CURB RETURNS. THE BACK OF THE CROSSWALK SHALL BE ESTABLISHED 11 FEET BACK FROM THE FRONT LINE OF THE CROSSWALK MEASURED ALONG A LINE PERPENDICULAR TO THE FRONT LINE.

STOPPING LIMIT LINE: AT SIGNALIZED INTERSECTIONS, WHERE SCHOOL CROSSING ARE ESTABLISHED, AND/OR WHERE STRIPING PLANS INDICATE, A STOPPING LIMIT LINE SHALL BE ESTABLISHED 4 FEET BACK FROM THE CROSSWALK.

THE CRITICAL LINE OF SIGHT SHALL BE ESTABLISHED BETWEEN POINT "A" ON THE MINOR STREET AND POINT "B" ON THE MAJOR STREET. POINT "A" SHALL BE THAT POINT MEASURED 8 FEET BACK FROM EITHER THE BACK OF THE STOPPING LIMIT LINE, IF ONE EXISTS, OR THE BACK LINE OF THE CROSSWALK AND 3 FEET FROM THE LANE LINE STRIPE OR THE PAINTED CENTER LINE OF THE MINOR STREET. POINT "B" SHALL BE THAT POINT, BEING THE END POINT OF EITHER LINE D1 OR D2, MEASURED THE DISTANCE GIVEN IN THE REQUIRED SIGHT DISTANCE TABLE AND 3 FEET FROM THE LANE LINE STRIPE OR THE PAINTED CENTER LINE OF THE MAJOR STREET. THE CRITICAL LINE OF SIGHT IS THAT LINE WHICH OFFERS THE MOST RESTRICTIVE POINT OF VISION.

## ADDITIONAL SIGHT DISTANCE NOTES:

- 1) THE SIGHT DISTANCE REQUIREMENTS SHALL BE INCREASED BY 20% ON SUSTAINED DOWNGRADES STEEPER THAN 3% AND LONGER THAN 1 MILE.
- 2) IN CASES OF RIGHT-OF-WAY CONFLICTS, WHERE EXTENSIVE EXCAVATION IS REQUIRED OR FOR THE PRESERVATION OF WETLANDS, HISTORIC OR ARCHAEOLOGICAL SITES, A LESSER VALUE FOR CORNER SIGHT DISTANCE MAYBE USED. BUT THE MINIMUM VALUE SHALL BE THE STOPPING SIGHT DISTANCE GIVEN IN THE PREVIOUS PAGE, MEASURED FROM A 3.5 FOOT EYE HEIGHT ON THE MINOR ROAD TO A 4.5 FOOT EYE HEIGHT ON THE MAJOR ROAD. USE OF THIS MINIMUM SIGHT DISTANCE MUST BE SPECIFICALLY APPROVED BY THE CITY ENGINEER OR THEIR DESIGNEE.
- 3) AT SIGNALIZED INTERSECTIONS, THE STOPPING SIGHT DISTANCE REQUIREMENTS SHALL BE USED.

Revised:	Original Approval: MA	Date: 5-22-02	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT	
10-15-02 CVM	Drawn By: MPM	Date: 5-10-02		
			SIGHT DISTANCE REQUIREMENTS	CVD- TR07B
	CITY ENGINEER Date: 11-7-02			